



UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.

Order 98-3-27

SERVED APR 1 - 1998

Issued by the Department of Transportation
on the **26th day of March, 1998**

Essential Air Service at

DICKINSON, NORTH DAKOTA

under 49 U.S.C. 41731 *et seq.*

Docket **OST-95-697-13**

FINAL ORDER

By this order, the Department is finalizing Order 98-2-29, February 25, 1998, tentatively reselecting Great Lakes Aviation, Ltd., d/b/a United Express, to provide subsidized essential air service at Dickinson for an additional two-year period beginning March 3, 1998. Objections and/or competing proposals were due within 20 days of the service date of Order 98-2-29, or March 23, 1998, and we received none. Thus, we will make the tentative findings final. The attached order also makes an arithmetic correction to the subsidy rate per departure and arrival for Great Lakes although it will have no effect on the annual subsidy rate of \$329,673 or Dickinson's share of the rate.

This order is issued under authority delegated in 49 CFR 1.56(i).

ACCORDINGLY,

1. We make final our action in Order 98-2-29 tentatively reselecting Great Lakes Aviation, Ltd., d/b/a United Express, to provide small community air service at Dickinson, North Dakota, for the period beginning on March 3, 1998, and continuing through March 31, 2000;
2. We amend the rate per departure and arrival for Great Lakes' service at Dickinson, North Dakota, from \$218.39 to \$268.68, the weekly ceiling from \$5241.36 to \$6,448.32, and the Department's 75 percent share of the weekly ceiling from \$3,931.02 to \$4,836.24, as shown in Appendix D to this order;
3. This docket will remain open until further order of the Department; and

4. We will serve a copy of this order on the Mayor and airport manager of Dickinson, North Dakota; the North Dakota Department of Transportation; the Governor of North Dakota; Great Lakes Aviation, Ltd., d/b/a United Express.

By:

CHARLES A. HUNNICUTT
Assistant Secretary for Aviation
and International Affairs

(SEAL)

*An electronic version of this order is available on the World Wide Web at
<http://dms.dot.gov>*

The electronic version may not include some or all of the appendices.

Great Lakes Aviation, Ltd., d/b/a United Express
Small Community Air Service at
Dickinson, North Dakota

Summary of Service to be Provided

Effective period	March 3, 1998, through March 31, 2000
Service	To Denver (497 nonstop air miles)
Minimum frequency	Twelve round trips a week to Denver with unrestricted upline service permitted
Stops allowed	None permitted
Timing of flights	Flights must be well-timed and well-spaced to ensure full compensation
Aircraft type	Beech 1900 (19 passenger seats)
Minimum number of seats to be available per service day in each direction	38 each service day, less preemption
Annual compensation	\$329,673
Rate per departure and arrival	\$268.68 ¹
Weekly ceiling	\$6,448.32 ²
Weekly ceiling at 75 percent	\$4,836.24

¹ Dickinson is scheduled to receive two departures to Denver and two arrivals from Denver six days a week. Annual compensation of \$329,673 divided by the number of flights scheduled annually calculated by multiplying 4 arrivals/departures per service day times 313 service days times 0.98 completion factor: $\$329,673/1,227=\268.68 .

² The subsidy rate per arrival/departure times 24 scheduled subsidy-eligible departures and arrivals each week.

Great Lakes Aviation, Ltd., d/b/a United Express
Small Community Air Service at
Dickinson, North Dakota

N O T E

The carrier has been notified that it may forfeit its eligibility for compensation for any flights that it does not operate in full conformance with the terms and stipulations of this order, including the service plan outlined above and any other significant elements of the required service, without prior approval. It has been informed that an aircraft take-off and landing at its scheduled destination constitutes a completed flight, and that, absent an explanation supporting subsidy-eligibility for a flight that has not been completed, such as certain weather cancellations, only completed flights are eligible for compensation. The carrier may jeopardize its entire subsidy claim for the period in question if, for a significant period of time, it does not schedule or operate its flights in **full** conformance with this order. In addition, should circumstances warrant, the Department may also locate and select a replacement carrier to provide service on the route. If the **carrier** contemplates any changes beyond the scope of this order during the applicable period of this rate, it must first **notify** the Office of Aviation Analysis in writing and receive written approval from the Department to be assured full compensation. The carrier must complete all flights that can be safely operated; flights that overfly subsidized points for lack of traffic will not be compensated.